

Program A: Traffic Enforcement**OBJECTIVES AND PERFORMANCE INDICATORS**

Unless otherwise indicated, all objectives are to be accomplished during or by the end of FY 2002-2003. Performance indicators are made up of two parts: name and value. The indicator name describes what is being measured. The indicator value is the numeric value or level achieved within a given measurement period. For budgeting purposes, performance indicators are shown for the prior fiscal year, the current fiscal year, and alternative funding scenarios (continuation budget level and Executive Budget recommendation level) for the ensuing fiscal year of the budget document.

The continuation level performance values shown in the following standard performance tables reflect the agency's continuation level budget request.

The objectives and performance indicators that appear below are associated with program funding in the Base Executive Budget for FY 2002-2003. Specific information on program funding is presented in the financial section.

DEPARTMENT ID: Department of Public Safety and Corrections
 AGENCY ID: 08-418 Public Safety Services - Office of State Police
 PROGRAM ID: Program A: Traffic Enforcement

1. (KEY) To provide 58% coverage in each troop area, as defined in the State Police Manpower Allocation Study 2000-2001, by June 30, 2003.

Strategic Link: This operational objective relates to strategic Objective I.1: *To provide 83% coverage in each troop area, as defined in the State Police Manpower Study 2000-2001, by June 30, 2006;* and Strategy I.1.6: *Over a 6 year period, seek legislative support and funding for required trooper strength per the State Police Manpower Allocation Model based on an annual appropriation for two, 35 cadet classes.*

Louisiana: Vision 2020 Link: This objective contributes to Vision 2020 Objective 3.3: *To have safe homes, schools and streets throughout the state.*

Children's Cabinet Link: Not Applicable

Other Link(s): Not Applicable

Explanatory Note: The Office of State Police's manpower allocation study demonstrates the current traffic enforcement posture of the Louisiana State Police (LSP) and seeks to articulate the necessary manpower requirements for FY 2001-2006, as defined in the LSP strategic plan.

The models utilized in this study support an additional 438 traffic troopers for the state, which represents a 84% increase in the actual number of troopers authorized in FY 2000-2001. The models used in support of this study were based on a formula developed by the Northwestern Traffic Institute. According to the department, it is a scientifically proven model that is used throughout the United States in determining the manpower requirements necessary to accomplish a state's mandated traffic enforcement mission.

The increase in traffic trooper strength, would for the first time in history, give the LSP the ability to incorporate community policing, assign areas or duty posts to its personnel to ensure that the highways of this state are systemically patrolled and made safe for all residents, regardless of whether they reside here or visit our state from other areas. The level of enforcement would proportionally increase, as would the level of service, such as assisting stranded motorists or responding to calls for assistance. Given these added increases in LSP strengths, state residents can expect to see trooper pass each point on the interstate system, a minimum, of once every two hours. On U.S. and Louisiana highways, this would equate to a minimum of once every six hours or twice per shift..

L E V E L	PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES					
		YEAREND PERFORMANCE STANDARD FY 2000-2001	ACTUAL YEAREND PERFORMANCE FY 2000-2001	ACT 12 PERFORMANCE STANDARD FY 2001-2002	EXISTING PERFORMANCE STANDARD FY 2001-2002	AT CONTINUATION BUDGET LEVEL FY 2002-2003	AT RECOMMENDED BUDGET LEVEL FY 2002-2003
K	Percentage of state covered by State Police ¹	Not Applicable ¹	55%	Not Applicable ¹	59% ¹	70% ¹	58% ^{2,3}
K	Current state trooper patrol strength	Not Applicable ¹	522	Not Applicable ¹	565 ¹	673 ¹	553 ^{2,3}
K	Required state trooper patrol strength per manpower study	Not Applicable ¹	960	Not Applicable ¹	960 ¹	960 ¹	960 ^{2,3}
K	Miles patrolled per regular duty contact ^{4,5}	26	23	26	26	24	26 ²
S	Total number of public assists	Not Applicable ⁶	96,925	Not Applicable ⁶	96,900 ⁶	99,425	96,900
S	Number of fatal crashes investigated ⁷	Not Applicable ⁷	496	Not Applicable ⁷	496 ⁷	481	496
S	Total number of crashes investigated ⁷	Not Applicable ⁷	34,828	Not Applicable ⁷	34,800 ⁷	34,989	34,800
S	Number of crashes resulting in arrests ⁷	Not Applicable ⁷	25,464	Not Applicable ⁷	25,500 ⁷	25,782	25,500

- ¹ This is a new performance indicator. The indicator does not measure geographic coverage of the state; rather, it reflects the percentage of desired implementation of the Manpower Allocation Study. The indicator did not appear under Act 11 of 2000 or Act 12 of 2001 and has no performance standards for FY 2000-2001 and FY 2001-2002. The value shown for existing performance standard is an estimate of yearend performance not a performance standard. It reflects the graduation of 63 cadets from cadet classes 80 and 81. Continuation level reflects CB-7-1 (homeland defense, 81 additional patrol troopers) and CB 7-2 (patrol manpower build-up, 70 troopers each year over a 7-year period).
- ² Workload adjustments requested by the agency are not included in the Executive Budget recommendation. For FY 2002-2003, the agency provides for the absorption of expenses related to increased employer share of group benefits by unfunding 44 positions (12 commissioned officers and 32 civilians). Thirty-two (32) of these positions are in the Safety Enforcement Section, and are not related to troop area coverage. This action will eliminate the Safety Enforcement Section. However, Col. Terry Landry, Superintendent of Louisiana State Police, has identified this section as one that has no statutory mission and is least critical in the operations of State Police and fulfillment of the overall agency mission.
- ³ In FY 2002-2003, the agency expects the attrition rate for commissioned personnel to be above average due to troopers retiring (legislation passed during the 2001 session increased retirement benefits) along with the availability of higher paying federal jobs (created after the events of September 11th). The agency states that, in order to fund increased group benefits costs, it may have to cancel its annual attrition class. If cancellation of the attrition class occurs, performance will begin to decrease dramatically. However, the proposed performance standard remains at or above the level actually achieved in FY 2000-2001 and estimated for FY 2001-2002.
- ⁴ This indicator is based on full-time equivalents at the troops not the TO. for the troops.
- ⁵ For FY 2000-200 and FY 2001-2002, the patrol section used an indicator entitled "Total number of contacts: crashes, tickets, motorists assists". The performance standard for FY 2001-2002 is 464,700. The agency reported in its FY 2001-2002 Second Quarter Performance Progress Report that, as of December 31, 2001, 204,218 regular duty contacts had occurred. This is 12.1% fewer than projected for midyear (232,350). The agency indicated that the reduction in the number of contacts is a result of increased enforcement that has led to greater compliance with traffic laws. In an effort to strengthen performance in the patrol section, performance information for this section was changed in the FY 2001-2006 strategic plan. The agency will no longer be reporting the total number of contacts as a key indicator.
- ⁶ This is a new performance indicator. It did not appear under Act a of 2000 or Act 12 of 2001 and has no performance standards for FY 2000-2001 and FY 2001-2002. The value shown for existing performance standard is an estimate of yearend performance not
- ⁷ This is a reinstated performance indicator. It was last used as a supporting indicator in FY 1999-2000. It did not appear under Act 11 of 2000 or Act 12 of 2001 and has no performance standards for FY 2000-2001 and FY 2001-2002. The agency was unable to provide an estimate of FY 2001-2002 yearend performance.

See the General Performance Information that follows this objective for more information on traffic enforcement.

DEPARTMENT ID: Department of Public Safety and Corrections
 AGENCY ID: 08-418 Public Safety Services - Office of State Police
 PROGRAM ID: Program A: Traffic Enforcement

GENERAL PERFORMANCE INFORMATION: OFFICE OF STATE POLICE, TRAFFIC ENFORCEMENT PROGRAM					
PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES				
	PRIOR YEAR ACTUAL FY 1996-97	PRIOR YEAR ACTUAL FY 1997-98	PRIOR YEAR ACTUAL FY 1998-99	PRIOR YEAR ACTUAL FY 1999-00	PRIOR YEAR ACTUAL FY 2000-01
Total number of contacts: crashes, tickets and motorist assists	452,751	414,091	450,660	464,714	430,018
Road patrol mileage	24.9	28.3	26.0	25.0	23.0
Miles patrolled per regular duty contact	Not Available	84%	85%	81%	74%
Number of criminal arrests	3,436	4,004	4,012	3,978	3,722
Road patrol mileage	11,261,045	11,751,294	11,732,493	11,626,442	10,377,945
Total number of crashes investigated ¹	34,540	35,342	35,297	35,337	34,828
Number of fatal crashes investigated ¹	449	492	452	467	496
Number of injury crashes investigated ¹	13,956	14,306	13,774	13,916	13,076
Number of property damage crashes investigated ^{1,2}	20,111	20,544	21,071	20,954	21,256
Number of crashes resulting in arrests	25,898	26,074	25,729	26,241	25,464
Number of individuals killed in automobile crashes	481	591	542	535	569
Number of persons injured in automobile crashes	23,236	23,712	22,791	22,465	21,191

¹ This indicator does not include accidents investigated by other law enforcement agencies.

² This indicator includes crashes with vehicle damage only, no injuries.

DEPARTMENT ID: Department of Public Safety and Corrections
 AGENCY ID: 08-418 Public Safety Services - Office of State Police
 PROGRAM ID: Program A: Traffic Enforcement

2. (KEY) Through the Motor Carrier Safety Program of the Transportation and Environmental Safety Section (TESS), to hold the number of fatal commercial-related crashes to a level no greater than 150.

Strategic Link: This objective partially accomplishes Strategic Objective III.1: *Hold commercial vehicle related fatal crashes to a level no greater than 150 annually through June 30,2006.*

Louisiana: Vision 2020 Link: This objective contributes to Vision 2020 Objective 3.3: *To have safe homes, schools and streets throughout the state.*

Children's Cabinet Link: Not Applicable

Other Link(s): Not Applicable

Explanatory Note: The department indicates that experience, data, and a number of studies have shown that maintenance of a strong enforcement presence in the form of roadside inspections is a primary force in ensuring that commercial vehicles and drivers operate safely on the nation's highways. Inspections are important in minimizing the risks attendant to the transportation of hazardous materials, passengers, and freight. Inspections can be instrumental in identifying national problems, such as fatigued drivers or specific mechanical violations which seem to occur nationally. A strong program of commercial vehicle inspections is a tried and true pro-active function that undoubtedly saves lives and prevents crashes. Traffic enforcement activities are a tool in addressing driver behavior at the time it occurs. Statistics have shown a direct correlation between moving violations committed by drivers and crash causation. A strong traffic enforcement presence serves as a deterrent to present or continued non-compliance with the traffic laws and prevents crashes.

L E V E L	PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES					
		YEAREND PERFORMANCE STANDARD FY 2000-2001	ACTUAL YEAREND PERFORMANCE FY 2000-2001	ACT 12 PERFORMANCE STANDARD FY 2001-2002	EXISTING PERFORMANCE STANDARD FY 2001-2002	AT CONTINUATION BUDGET LEVEL FY 2002-2003	AT RECOMMENDED BUDGET LEVEL FY 2002-2003
K	Number of fatal commercial-related crashes	Not Applicable ¹	103	148 ²	148 ²	148	148
S	Number of Motor Carrier Safety inspections conducted	39,900	49,400 ³	41,160	41,160	41,160	41,160
K	Number of Motor Carrier Safety compliance reviews conducted	43	50 ⁴	42	40 ⁵	60	60
K	Number of commercial motor vehicle moving violations	Not Applicable ¹	11,849	6,060 ⁶	11,500 ⁵	11,500	11,500
S	Number of Motor Carrier Safety drivers out-of-service violations	Not Applicable ¹	5,949	4,385 ⁶	6,000 ⁶	6,000 ⁵	6,000
S	Number of Motor Carrier Safety vehicles out-of-service violations	Not Applicable ¹	9,068	6,060 ⁶	6,060 ⁶	9,000 ⁵	9,000

¹ This indicator did not appear under Act 11 of 2000 and has no performance standard for FY 2000-2001. Recent crash analysis has shown that 50% of motor carrier property and injury crashes are the result of motor carrier driver violations. Higher emphasis has been placed on serious moving violations committed by motor carriers instead of normal inspections.

- ² The agency contends that it has no control over the number of persons killed in commercial carrier crashes but indicates that a reduction in the number of commercial carrier fatality crashes represents success in both enforcement and prevention efforts. The agency attributes the performance standard for FY 2001-2002 to the loss of one commissioned trooper and two clerical vacancies that were cut by the department in response to its FY 2001-2002 budget. As a result, MSCAP planned to reduce activity by 11.5% in FY 2001-2002.
- ³ The agency indicates that the actual yearend performance number (31,992) reported for this indicator in its FY 2000-2001 Fourth Quarter Performance Progress Report is incorrect. The yearend total for FY 2000-01 is 49,400. The increase in this performance indicator is due to an influx of state and federal overtime to conduct traffic enforcement and driver inspections in order to reduce commercial vehicle crashes. This overtime was worked by the TESS section and the troops. No explanation of the erroneous LAPAS entry was provided.
- ⁴ There was an increase in requests from federal authorities to conduct compliance reviews. As a result, 3 additional troopers have been trained to conduct compliance reviews, which lead to an increase in the number of reviews conducted.
- ⁵ Performance standard adjusted in accordance with BA-7 approved by the Joint Legislative Committee on the Budget.
- ⁶ The FY 2001-2002 performance standard for this indicator was moved downward by the agency as a result of personnel cuts. However, Weights and Standards officers were redirected toward motor carrier safety to meet maintenance of effort. Therefore, continuation level has been adjusted to reflect prior year actual and true performance. However, the agency has not revised its interim quarterly targets in LAPAS to reflect this anticipated increased in number of moving violations.

See the General Performance Information table that follows this objective for more information on the TESS Motor Carrier Safety Program.

DEPARTMENT ID: Department of Public Safety and Corrections
 AGENCY ID: 08-418 Public Safety Services - Office of State Police
 PROGRAM ID: Program A: Traffic Enforcement

GENERAL PERFORMANCE INFORMATION: TRANSPORTATION AND ENVIRONMENTAL SAFETY SECTION, MOTOR CARRIER SAFETY PROGRAM					
PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES				
	PRIOR YEAR ACTUAL FY 1996-97	PRIOR YEAR ACTUAL FY 1997-98	PRIOR YEAR ACTUAL FY 1998-99	PRIOR YEAR ACTUAL FY 1999-00	PRIOR YEAR ACTUAL FY 2000-01
Number of Motor Carrier Safety inspections conducted	42,880	39,704	37,160	35,163	49,400 ¹
Number of Motor Carrier Safety compliance reviews conducted	11	13	20	74	56
Number of Motor Carrier Safety violations cited	117,592	108,899	81,492	83,990	96,843
Amount of Motor Carrier Safety civil penalties collected	\$3,690,178	\$3,730,960	\$3,335,058	\$5,292,474	\$3,551,414
Number of Motor Carrier Safety drivers out-of-service ² violations	Not Available ³	Not Available ³	6,191	6,467	6,119
Number of Motor Carrier Safety vehicles out-of-service ⁴ violations	Not Available ³	Not Available ³	9,886	8,704	9,418
Number of commercial motor vehicle moving violations	Not Available ³	Not Available ³	4,615	8,014	12,771

¹ The department indicates that the actual yearend performance number (31,992) reported for this indicator in its FY 2000-2001 Fourth Quarter Performance Progress Report is incorrect. The yearend total for FY 2000-01 is 49,400. The increase in this performance indicator is due to an influx of state and federal overtime to conduct traffic enforcement and driver inspections in an order to reduce commercial vehicle crashes. This overtime was worked by the TESS section and the troops. No explanation of the erroneous LaPAS entry was provided.

² Motor Carrier Safety drivers out-of-service violations are the number of violations that are so severe the driver must be removed from service according to standards set by the Commercial Vehicle Safety Alliance Out of Service criteria.

³ Data for this indicator were not collected prior to FY 1998-1999.

⁴ Motor Carrier Safety vehicles out-of-service violations are the number of violations that are so severe that the vehicle must be removed from service according the standards set by the Commercial Vehicle Safety Alliance Out of Service criteria.

DEPARTMENT ID: Department of Public Safety and Corrections
 AGENCY ID: 08-418 Public Safety Services - Office of State Police
 PROGRAM ID: Program A: Traffic Enforcement

3. (KEY) Through the Weights and Standards Unit of the Transportation and Environmental Safety Section, to hold the number of commercial carriers cited that are checked and weighed for overweight violations at 92% of the level estimated for FY 2001-2002.

Strategic Link: This objective partially accomplishes Strategic Objective IV.1: *To increase by 5% the number of commercial vehicles carriers cited for overweight violations by June 30, 2006.*

Louisiana: Vision 2020 Link: This objective contributes to Vision 2020 Objective 3.3: *To have safe homes, schools and streets throughout the state.*

Children's Cabinet Link: Not Applicable

Other Link(s): Not Applicable

Explanatory Note: Grossly overweight vehicles accelerate the deterioration of our state's highway infrastructure. Weakened roads and damaged road substructures are known to be contributing factors in many serious injury and fatal crashes. By reducing the number of overweight trucks, the life expectancy of the state's roads is increased, thus reducing maintenance and repair costs. In addition, roads are safer for the motoring public, thereby reducing the number of crashes directly related to poor or weakened road surfaces.

L E V E L	PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES					
		YEAREND PERFORMANCE STANDARD FY 2000-2001	ACTUAL YEAREND PERFORMANCE FY 2000-2001	ACT 12 PERFORMANCE STANDARD FY 2001-2002	EXISTING PERFORMANCE STANDARD FY 2001-2002	AT CONTINUATION BUDGET LEVEL FY 2002-2003	AT RECOMMENDED BUDGET LEVEL FY 2002-2003
K	Number of commercial carriers checked for overweight violations ¹	Not Applicable ²	488	Not Applicable ²	10,000 ²	13,000 ²	9,200 ²
K	Number of overweight violations cited ¹	Not Applicable ³	488	Not Applicable ³	2,800 ³	6,100 ³	2,576 ³

¹ For FY 2001-2002, the agency introduced an indicator that reported data on the number of violations cited for commercial carriers exceeding 10,000 pounds. However, the agency indicates that this indicator does not accurately reflect the work being performed by the officers in this section. The officers may inspect numerous vehicles in a day, but have only one violation for exceeding a specific weight, or have violations for exceeding weights below 10,000 pounds. Therefore, during the agency's strategic planning process, the performance indicator was changed. By monitoring the number of daily inspections and the number of overweight violations, the agency believes that a better indication of this section's workload will be achieved.

² This is a new performance indicator. It did not appear under Act 11 of 2000 or Act 12 of 2001 and has no performance standards for FY 2000-2001 and FY 2001-2002. The value shown for existing performance standard is an estimate of yearend performance not a performance standard. Continuation level reflects a continuation budget request by the department (CB 7-3) to increase the number of weights and standards officers by 50%. This request is not included in the Executive Budget recommendation. Therefore, the proposed performance standard is 9,200--92% of the performance level estimated for FY 2001-2002. However, the proposed performance standard is still significantly higher than the performance level actually achieved in FY 2000-2001.

³ This is a new performance indicator. It did not appear under Act 11 of 2000 or Act 12 of 2001 and has no performance standards for FY 2000-2001 and FY 2001-2002. The value shown for existing performance standard is an estimate of yearend performance not a performance standard. Continuation level reflects a continuation budget request by the agency (CB 7-3) to increase the number of weights and standards officers by 50%. However, this request is not included in the Executive Budget recommendation. Recommended performance reflects the loss of 2 positions due to Act 844 of the 2001 Regular Session, which provided for the abolishment of early retiree positions. Nonetheless, the proposed performance standards is significantly higher than the performance level actually achieved in FY 2000-2001.

See the General Performance Information table that follows this objective for more information on the TESS Weights and Standards Unit.

DEPARTMENT ID: Department of Public Safety and Corrections
 AGENCY ID: 08-418 Public Safety Services - Office of State Police
 PROGRAM ID: Program A: Traffic Enforcement

GENERAL PERFORMANCE INFORMATION: TRANSPORTATION AND ENVIRONMENTAL SAFETY SECTION, WEIGHTS AND STANDARDS UNIT					
PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES				
	PRIOR YEAR ACTUAL FY 1996-97	PRIOR YEAR ACTUAL FY 1997-98	PRIOR YEAR ACTUAL FY 1998-99	PRIOR YEAR ACTUAL FY 1999-00	PRIOR YEAR ACTUAL FY 2000-01
Number of Weights and Standards vehicle inspections conducted	Not Available ¹	10,116	10,370	5,734	5,340
Number of Weights and Standards violations cited	Not Available ¹	18,009	18,846	10,361	8,110 ²
Amounts of Weights and Standards civil penalties collected	Not Available ¹	\$1,418,852	\$2,444,556	\$1,481,167	\$1,544,766

¹ Data for this indicator were not collected prior to FY 1997-1998.

² The 8,110 violations cited for FY 2000-2001 are inclusive of all weight violations written. The 488 cited in the objective #3 reflects only the number of trucks cited wherein excess of 10,000 lbs.

DEPARTMENT ID: Department of Public Safety and Corrections
 AGENCY ID: 08-418 Public Safety Services - Office of State Police
 PROGRAM ID: Program A: Traffic Enforcement

4. (KEY) Through the Hazardous Material Explosives Control Section of the Transportation and Environmental Safety Section, to maintain voluntary compliance of the Explosive Control Act at no lower than 60% through magazine inspections.

Strategic Link: This objective partially accomplishes Strategic Objective VII.2: To inspect 75% of licensed facilities in accordance with the Explosive Control Act by June 30,2006/

Louisiana: Vision 2020 Link: This objective contributes to Vision 2020 Objective 3.3: To have safe homes, schools and streets throughout the state.

Children's Cabinet Link: Not Applicable

Other Link(s): Not Applicable

L E V E L	PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES					
		YEAREND PERFORMANCE STANDARD FY 2000-2001	ACTUAL YEAREND PERFORMANCE FY 2000-2001	ACT 12 PERFORMANCE STANDARD FY 2001-2002	EXISTING PERFORMANCE STANDARD FY 2001-2002	AT CONTINUATION BUDGET LEVEL FY 2002-2003	AT RECOMMENDED BUDGET LEVEL FY 2002-2003
K	Percentage of licensed magazine facilities in compliance	Not Applicable ¹	Not Available ¹	60%	60%	67%	67%
K	Number of licensed magazine inspections conducted	Not Applicable ¹	Not Available ¹	347 ²	347 ²	93	93
K	Number of licensed magazine facilities for which inspections are mandated	Not Applicable ¹	Not Available ¹	578 ²	578 ²	134	134

¹ This indicator was new for FY 2001-2002. It did not appear under Act 11 of 2000 and has no performance standard for FY 2000-2001. The department reports that no information for this indicator was collected or reported for FY 2000-2001.

² The department reports that an error was made in projecting performance standards for FY 2001-2002. The data used included all licenses issued and all magazines; the performance indicators refer only to licensed facilities and licensed magazines. In actuality, the number of licensed facilities is 173. The number of facilities to be inspected in FY 2001-2002 is 104. The value shown for continuation budget level correctly identifies actual performance information.

DEPARTMENT ID: Department of Public Safety and Corrections
 AGENCY ID: 08-418 Public Safety Services - Office of State Police
 PROGRAM ID: Program A: Traffic Enforcement

GENERAL PERFORMANCE INFORMATION: TRANSPORTATION AND ENVIRONMENTAL SAFETY SECTION, RIGHT-TO-KNOW UNIT					
PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES				
	PRIOR YEAR ACTUAL FY 1996-97	PRIOR YEAR ACTUAL FY 1997-98	PRIOR YEAR ACTUAL FY 1998-99	PRIOR YEAR ACTUAL FY 1999-00	PRIOR YEAR ACTUAL FY 2000-01
Amount of Right-to-Know filing fees collected	\$375,311	\$631,070	\$660,180	\$522,796	\$619,825
Amount of Right-to-Know civil penalties	\$209,445	\$375,200	\$415,934	\$310,018	\$588,700
Number of hazardous material transportation incidents	1,487	1,375	1,895	1,997	2,145
Number of hazardous material fixed site incidents	1,724	2,938	2,666	2,810	3,019
Number of hazardous material pipeline incidents	2,107	1,141	2,315	2,440	2,622

DEPARTMENT ID: Department of Public Safety and Corrections
 AGENCY ID: 08-418 Public Safety Services - Office of State Police
 PROGRAM ID: Program A: Traffic Enforcement

5. (KEY) Through the Department of Public Safety Police in the Transportation and Environmental Safety Section, to implement 86% of the agency's Capitol Park security plan during FY 2002-2003.

Strategic Link: This objective partially accomplishes Strategic Objective VIII.1: *To provide 80% coverage by the DPS Police for the Capitol Complex.*

Louisiana: Vision 2020 Link: This objective contributes to Vision 2020 Objective 3.3: *To have safe homes, schools and streets throughout the state.*

Children's Cabinet Link: Not Applicable

Other Link(s): Not Applicable

L E V E L	PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES					
		YEAREND PERFORMANCE STANDARD FY 2000-2001	ACTUAL YEAREND PERFORMANCE FY 2000-2001	ACT 12 PERFORMANCE STANDARD FY 2001-2002	EXISTING PERFORMANCE STANDARD FY 2001-2002	AT CONTINUATION BUDGET LEVEL FY 2002-2003	AT RECOMMENDED BUDGET LEVEL FY 2002-2003
K	Number of vehicle miles patrolled ¹	Not Applicable ¹	100,787	Not Applicable ¹	117,000 ¹	117,000 ²	117,000
K	Number of bicycle miles patrolled ¹	Not Applicable ¹	325	Not Applicable ¹	325 ¹	325 ²	325
K	Number of contacts, arrests, citations, etc. ³	1,122	2,792 ⁴	2,500	2,500	3,075	3,075
K	Percentage of Capitol Park security plan implemented	Not Applicable ⁵	Not Available ⁵	Not Applicable ⁵	51% ⁵	100% ⁵	86%

¹ This is a new performance indicator. The agency formerly reported total number of miles patrolled in the Capitol Park (which included both vehicle and bicycle miles patrolled). However, the agency has opted to disaggregate this indicator and report miles patrolled by vehicle separately from miles patrolled by bicycle. The new performance indicator did not appear under Act 11 of 2000 or Act 12 of 2001 and has no performance standards for FY 2000-2001 and 2001-2002. The value shown for existing performance standard is an estimate of yearend performance not a performance standard.

² Twenty-one authorized positions were appropriated in Act 11 of 2000 for this section in FY 2000-2001. A BA-7 approved by the Joint Legislative Committee on the Budget increased the T.O. by 29 for Capitol security in relation to homeland defense, for a total of 80 T.O. The agency is exploring options to increase the pay for these positions to make them more attractive and easily filled. Over the past several years, with a strong economy, these positions have been difficult to fill. Therefore, continuation level reflects existing performance levels even though T.O. has been increased significantly.

³ Contacts include investigation, arrests, citations issued, actual fire responses answered, theft and other investigations conducted, protests/demonstrations, and other. Other contacts include aid and assist, alarm response, damage to property, disturbance response, emergency response, fire alarm response, found property, suspicious persons, and unsecured doors. The result of an incident or call is the only recorded contact in order that an incident and its outcome are not counted improperly inflating the statistics.

⁴ Increase in yearend performance is due to three additional buildings being added to this section's responsibilities.

⁵ This is a new performance indicator. It did not appear under Act 11 of 2000 or Act 12 of 2001 and has no performance standards for FY 2000-2001 and FY 2001-2002. The agency reports that no actual figure for FY 2000-2001 is available. The value shown for existing performance standard is an estimate of yearend performance not a performance standard. The continuation level of 100% is based on T.O. appropriated through the Joint Legislative Committee on the Budget, which authorizes all required manpower necessary to provide full coverage of the Capitol Park.

See the General Performance Information table that follows this objective for more information on Department of Public Safety Police Capitol Park Security.

DEPARTMENT ID: Department of Public Safety and Corrections
 AGENCY ID: 08-418 Public Safety Services - Office of State Police
 PROGRAM ID: Program A: Traffic Enforcement

GENERAL PERFORMANCE INFORMATION: TRANSPORTATION AND ENVIRONMENTAL SAFETY SECTION, DEPARTMENT OF PUBLIC SAFETY POLICE, CAPITOL PARK COVERAGE					
PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES				
	PRIOR YEAR ACTUAL FY 1996-97	PRIOR YEAR ACTUAL FY 1997-98	PRIOR YEAR ACTUAL FY 1998-99	PRIOR YEAR ACTUAL FY 1999-00	PRIOR YEAR ACTUAL FY 2000-01
Number of DPS Officers	16	16	28	33	28
Number of crash investigations conducted	11	11	26	31	23
Number of arrests made	4	6	16	25	53
Number of citations issued	12	41	128	313	723
Number of actual fire responses answered	0	3	6	7	7
Number of other investigations conducted	32	6	20	20	12
Number of protests/demonstrations	29	29	36	53	61
Number of theft investigations conducted	5	11	18	8	35
Number of vehicle miles patrolled	27,000	42,007	70,143	115,101	100,787
Number of bicycle miles patrolled	0	1,067	1,601	2,094	325